Table 2-H-10
Sacramento to Bakersfield – High-Speed Train Station Evaluation Matrix
Modesto to Merced Stations

Station = Station Carried Forward   **Station** = Station Eliminated   ▮ = Primary or Secondary Reason for Elimination

Evaluation Criteria	Modesto Amtrak-Briggsmore	Modesto Empire	Modesto SP Downtown	Modesto West	Modesto East
Maximize Ridership/Revenue Potential.					
Travel Time	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Length	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Population/Employment Catchment					
	3	3	4	2	2
Maximize Connectivity and Accessibility.					
Intermodal Connections	• Suburban location • Freeway access: distant from 99 Fwy • Street access: off Briggsmore Rd, an arterial hwy in northeastern part of city • Parking: ample land opportunity in vicinity, shared use with Amtrak • Transit: served by MAX buses • Other rail: Site of new Amtrak station. Potential transfer point for Amtrak San Joaquin service to the East Bay area.	• Suburban location • Freeway access: Distant from 99 Fwy • Street access: on SR 132, Yosemite Avenue, a busy industrial highway. Intersection with Santa Fe Avenue a source of congestion. • Parking: ample land opportunity in vicinity • Transit: served by MAX buses • Other rail: none	• Downtown location • Freeway access: within two blocks of 99 Fwy at Central Modesto exit • Street access: on downtown street grid with considerable traffic congestion • Parking: highly constrained in central core of city and on site. • Transit: Existing SP Depot is MAX central transfer hub and transportation center. • Other rail: none currently, possible future ACE extension	• Outlying location • Freeway access: distant from 99 Fwy • Street access: on SR 132, Maze Blvd, a busy farm to market road • Parking: unconstrained • Transit: none • Other rail: none	
	3	2	3	1	1

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Evaluation Criteria	Modesto Amtrak-Briggsmore	Modesto Empire	Modesto SP Downtown	Modesto West	Modesto East
Minimize Operating and Capital Costs.					
Length	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Operational Issues	• Stopping track alignment • Railroad interaction: Along BNSF r-o-w, normal coordination • Amtrak coordination necessary and mutually beneficial	• Stopping track alignment • Railroad interaction: Along BNSF r-o-w, normal coordination. Also junction with short line freight rail feeders, with much BNSF interchange activity	• Stopping track alignment • Railroad interaction: Along UP r-o-w, normal coordination. Constrained operating environment through central Modesto	• Through track alignment • Railroad interaction: none, new alignment	
	4	2	2	4	4
Construction Issues	Transfer station with Amtrak requires architectural and logistical care. Otherwise relatively straightforward construction.	Once ATSF Modesto station site. Appropriate site for HSR station straightforward. Alignment of HSR not to impede freight interchange may be complex, but manageable.	Site is narrow. Coexistence with historic depot an architectural and logistical challenge. Many grade separations throughout central city.	Standard intermediate station design.	None; open land.
	4	4	2	5	5
Capital Cost	Moderate	Station costs moderate, access roadways and intersection solutions costly	Expected to be expensive, especially track approaches and grade separations.	Moderate to low.	Low; open site.
	4	3	2	5	5
Right-of-Way Issues/Cost	Along BNSF, adequate r-o-w present for additional HSR presence	Along BNSF, adequate r-o-w present for additional HSR presence. Appropriate alignment for HSR to be determined.	Land assembly for station and facilities may be complicated.	Open agricultural land on new alignment.	Farmland issues but not developed. Low cost.
	4	3	2	5	5

Evaluation Criteria	Modesto Amtrak -Briggsmore	Modesto Empire	Modesto SP Downtown	Modesto West	Modesto East
Maximize Compatibility with Existing and Planned Development.					
Land Use Compatibility and Conflicts					
Percent of Conflicting Existing Land Uses (Residences, Institutions, Recreational Areas, and Open Space) within Station Area	1.72	47.19	22.73	0	0
Primary Land Uses (acreage) within station area	Farmland/Agriculture (175); Mixed Use (141); Office (164)	Commercial (70); Farmland/Agriculture (74); Institutional (91); Residential (237)	Mixed Use (389); Residential (114)	Farmland /Agriculture (503)	Farmland/Agriculture (503.02)
	4	1	3	5	3
Visual Quality Impacts					
Percent of Visually Sensitive Existing Land Uses (Residential, Institutional, Recreational Areas, and Open Space)	1.72	47.19	22.73	0	0
Number of scenic corridor and scenic river crossings	1	0	0	0	1
	2	1	4	5	3
Minimize Impacts on Natural Resources.					
Water Resources Impacts					
Number of Natural Stream	1	0	0	0	1
Number of Wetland Crossings	1	0	0	0	0
Total Acreage of Wetlands within Station Area	2.09	0	0	0	0
	1	5	5	5	4
Floodplain Impacts					
Number of FEMA Floodplain Crossings	1	0	0	0	1
Total Acreage of FEMA Floodplain Crossings within Station Area	2.64	0	0	0	9.19
	3	5	5	5	1

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CALIFORNIA HIGH-SPEED RAIL AUTHORITY

U.S. Department of Transportation
Federal Railroad Administration

Evaluation Criteria	Modesto Amtrak -Briggsmore	Modesto Empire	Modesto SP Downtown	Modesto West	Modesto East
Threatened & Endangered Species Impacts					
Count of Species	1	1	1	1	0
Acreage of Sensitive Habitat within Station Area	0	0	0	0	0
	2	2	2	2	5
Minimize Impacts on Social and Economic Resources.					
Environmental Justice Impacts (Demographics)					
Minority Within 1,400' Buffer – 1990 Population	0	0	5100	0	0
Low Income Within 1,400' Buffer – 1990 Households	0	0	158	0	0
	5	5	1	5	5
Farmland Impacts					
Total Acreage of Important Farmlands Within Station Area (Prime, Unique, and Statewide Importance)	225.09	116.23	0	502.15	0
	3	4	5	1	5
Minimize Impacts on Cultural Resources.					
Cultural Resources Impacts					
Number of National Register Resources Within Station Area	0	0	1	0	0
	5	5	2	5	5
Parks & Recreation/Wildlife Refuge Impacts					
Count of Parks/Recreation Areas	0	0	1	0	0
Total Acreage Parks/Recreation Areas in Station Area	0	0	0.70	0	0
	5	5	2	5	5

Table 2-H-10 Page 4 of 5

U.S. Department
of Transportation
**Federal Railroad
Administration**

Evaluation Criteria	Modesto Amtrak-Briggsmore	Modesto Empire	Modesto SP Downtown	Modesto West	Modesto East
Maximize Avoidance of Areas with Geologic and Soils Constraints.					
Soils/Slope Constraints					
Not a Distinguishing Factor					
Seismic Constraints					
Not a Distinguishing Factor					
Maximize Avoidance of Areas with Potential Hazardous Materials.					
Hazardous Materials/Waste Constraints					
Not a Distinguishing Factor					

1 2 3 4 5
Least Favorable   **Most Favorable**

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U.S. Department
of Transportation
**Federal Railroad
Administration**